

**EXAMPLES OF DAMAGE CAUSED BY TOP FRAME ISSUES**

**READ THIS COMPLETE PAGE**

**THESE ISSUES ARE NOT ELIGIBLE FOR "DEFECTIVE ITEM" CLAIMS OR COVERED BY OUR WARRANTY**

**TOP FRAME BELOW UNABLE TO FOLD PROPERLY DOWN**

**THE PHOTO BELOW SHOWS HOW OUT OF ADJUSTMENT THE TOP FRAME WAS BEFORE THE FIRST INSTALL. TOP FRAME WAS UNABLE TO FOLD ALL THE WAY DOWN**

**CUSTOMER INSTALLED FIRST TOP - WHICH PUNCTURED THE SIDE ON DRIVERS SIDE WHILE FOLDING DOWN. OWNER COMPLAINED THAT THE "ZIPPER CAUSED A PUNCTURE" BUT THE ZIPPER PULL WAS 12" AWAY FROM THE PUNCTURE MARKS CREATED.**

**TOP FRAME WAS ADJUSTED, CUSTOMER INSTALLED SECOND TOP - PINCHED PASSENGER SIDE QUARTER DAMAGED BY UNKNOWN CAUSE.**



**1st TOP INSTALLED  
DRIVERS SIDE DAMAGE  
COMPRESSION DAMAGE CAUSED BY FRAME MISALIGNMENT WHILE FOLDING DOWN**

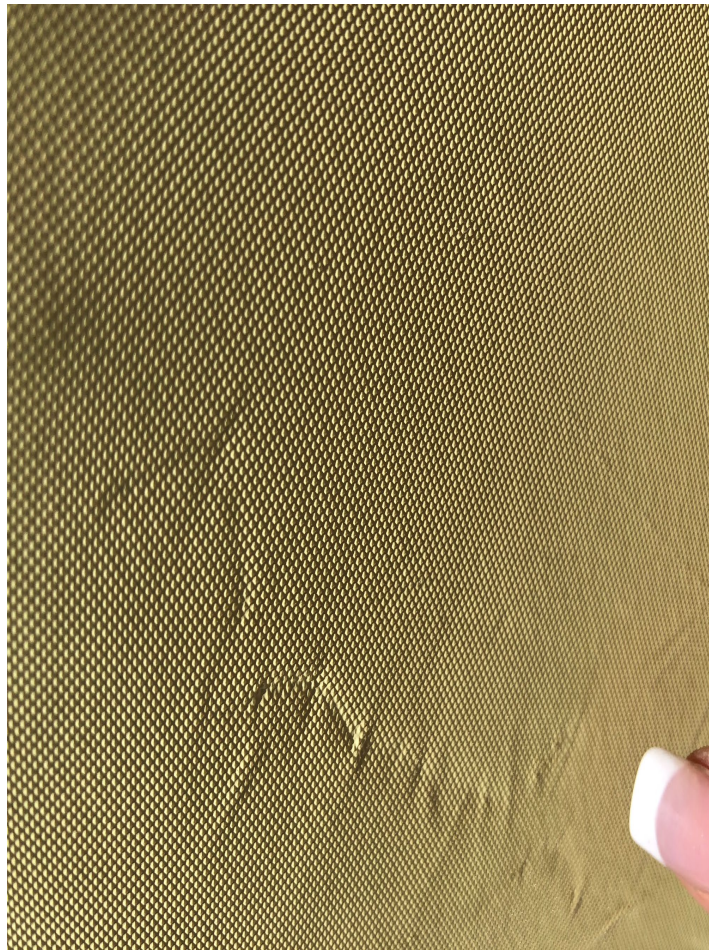


***1st TOP INSTALLED  
DRIVERS SIDE DAMAGE - INTERIOR DAMAGE EVIDENT  
COMPRESSION DAMAGE CAUSED BY FRAME MISALIGNMENT WHILE FOLDING DOWN***



**2ND TOP INSTALLED  
THIS TIME - PASSENGER SIDE DAMAGE  
COMPRESSION DAMAGE CAUSED BY FRAME MISALIGNMENT WHILE FOLDING DOWN**





**ARO PATTERN #259 1968-72 GM A-BODY CONVERTIBLES**

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***THE TOP WAS FINISHED ACROSS THE FRONT BEFORE THE WIREON TRIM WAS INSTALLED - PULLING THE CENTER OF THE VALANCE TOO FAR FORWARD. THE REAR DECK SHOULD HAVE HAD A FEW STAPLES ACROSS THE REAR BOW TO POSITION THE VALANCE PROPERLY BEFORE FINISHING THE FRONT.***

***THE WINDOW CURTAIN WAS PULLED TOO TIGHT DOWN ON THE TRIM STICK AND IS PULLING AWAY FROM THE SIDES OF THE TOP. THE SIDES OF THE CURTAIN COULD BE RELEASED AND RESET IN ORDER TO "RELAX" THE MATERIAL AND ALLOW THE CURTAIN TO LAY AGAINST THE SIDES OF THE TOP. (SEE BOTTOM PICTURE AFTER ADJUSTMENT)***



**WRINKLES IN SIDE QUARTERS**  
**THESE WRINKLES ARE CAUSED BY INSTALLATION ERRORS, SHORT CUTS (REAR QUARTER PADS NOT INSTALLED AS**

**REQUIRED) OR LACK OF INSTALLATION EXPERIENCE. THESE WRINKLES DO NOT CONSTITUTE PATTERN ISSUES, MATERIAL DEFECT OR OTHER QUALITY ISSUES.**

**FAILURE TO INSTALL OUR PRODUCTS PROPERLY IS THE RESPONSIBILITY OF THE INSTALLER.**

**THE ISSUES CAUSING THE WRINKLES ARE EASILY REMEDIED WITH CAREFUL METHODOICAL ADJUSTMENTS. THIS PATTERN - ARO PATTERN #245 1961-64 GM FULL SIZE MODELS - HAS BEEN SUCCESSFULLY INSTALLED BY PROFESSIONAL INSTALLERS WORLDWIDE FOR 50 YEARS.**

**DEPENDING ON THE CAUSE WE HAVE OUTLINED SEVERAL SUGGESTIONS**

**DIAGONAL WRINKLES IN REAR QUARTER PANELS COULD BE CAUSED BY PULLING TOO TIGHT AT TRIM STICK. RELEASE THE MATERIAL AND RESET. USE A TRIM STEAMER.**



**THE DIAGONAL WRINKLE CAN BE READJUSTED OUT AS SHOWN IN THE DIAGRAM. HOWEVER, IF THE REAR QUARTER PADS ARE NOT INSTALLED, ADJUSTMENT WILL BE DIFFICULT AND NOT PROVIDE A SATISFACTORY SOLUTION DUE TO INCREASED INSTALLATION TIMES. UPPER PAD LINES CAN BE SEEN THROUGH THE MATERIAL.**

**NO EVIDENCE OF REAR QUARTER PADS IN THE CORRESPONDING AREA.**

**(THE INSTALLER SAVED 15 MINUTES BY NOT INSTALLING THE REAR QUARTER PADS. HE WILL SPEND AN HOUR OR MORE MAKING ADJUSTMENTS TO ELIMINATE THE WRINKLE).**

**POOR OR SLOPPY INSTALLATION TECHNIQUES CAUSING THESE QUALITY ISSUES DOES NOT CONSTITUTE FAILURE ON OUR PART TO SUPPLY THE CORRECT PRODUCT.**



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**1967-69 CAMARO/FIREBIRD BELOW WITH SIMILAR ISSUES, EXCEPT IT DOESN'T REQUIRE REAR QTR PADS**



